Comprehensive Planning

A comprehensive plan is a policy document whereby decisions are guided regarding the physical growth and development of the community. The plan is implemented through the application of zoning and subdivision regulations and capital improvements programs. It is generally long term and comprehensive. This means it looks ten to twenty years into the future and is all inclusive in scope - including plans for future land uses, thoroughfares, parks, open space, utilities and any other significant physical element. The City's current plan was adopted in 1997.

Small Area Planning

Small area planning is an effort to update the City's Comprehensive Plan where necessary in response to changed or changing conditions in specific geographic areas. The purpose is to work in a smaller geographic area rather than the entire city and to focus on specific issues related to that area. The process involves city staff, property owners, the Planning & Zoning Commission and sometimes outside consultants. Ultimately any proposed changes to the comprehensive plan are reviewed and considered for adoption by the City Council. These might include changes to the land use element, the thoroughfare element, and the parks and utilities elements of the Comprehensive Plan for the specific geographic area studied. The City's Comprehensive Plan and its relationship to this particular study is discussed later in this report.

The Planning Process

In this particular small area planning effort a sub-committee of the Planning & Zoning Commission was formed to oversee the progress of the study. Chairman Rick Floyd and members John Happ and Phil Trapani were oriented to the project scope and process in July of 2001. A series of subcommittee meetings were held throughout the fall and winter. A public meeting for all property owners and residents in the study area was held with the subcommittee in February 2002 to gather input. Property owners expressed a few concerns, but in general were very positive about the proposed plan.

The following process was used in this planning effort:

- Establish study objectives
- Review existing physical conditions
- Examine the current Comprehensive Plan and Council Strategic Issues
- Review Business Park development plans
- Discuss land use and thoroughfare preferences
- Present land use and thoroughfare preferences to property owners for input
- Prepare draft plan for public hearing process

Study Objectives

Several study objectives were identified.

1. The first was to review the comprehensive plan elements in the study area in light of existing Council visions, goals and strategies. There are two Council established strategies applicable to the project.
   - The first deals with encouraging retail development. In response to this Council strategy, an objective was to create a location for large retail development within the study area where appropriate and to examine SH 6 frontage where pressures for commercial zoning have been greatest
   - The second deals with facilitating travel within the community. In response to this strategy, the area thoroughfares were sized and aligned to provide the safest most convenient movement for all forms of traffic.
2. A second objective was to review the land use and t-fare elements as a result of the business center plans and see where modification might be needed, specifically with respect to the following:
   - Ensure an adequate amount of land for single family uses to replace the area lost to the Business Center property.
   - Ensure the function of Lakeway Drive as a major collector roadway through the study area even if the alignment changes as a result of the Business Center.
3. A third objective was review the land uses and thoroughfare alignments considering the two landfill locations in the study area. It was necessary to take a closer look at the existing closed landfill location on SH 6 and determine the impact on the Barron Road overpass design.
4. A final objective was to provide linkages to accommodate pedestrian and bicycle travel where appropriate. This is in response to Greenways Master Plan and Comprehensive Plan goals calling for pedestrian and bicycle movement.

CHAPTER TWO - Existing Conditions

Physical Features

The southern portion of the study area west of the landfill site is heavily wooded due to a large amount of floodplain. Twenty-two percent of the study area is encumbered by floodplains associated with two major creeks. The main channel of Spring Creek as it runs from SH 6 to its confluence with Lick Creek at Greens Prairie Road and the main channel of Lick Creek as it runs from Greens Prairie Road to where it splits into its north and south forks.

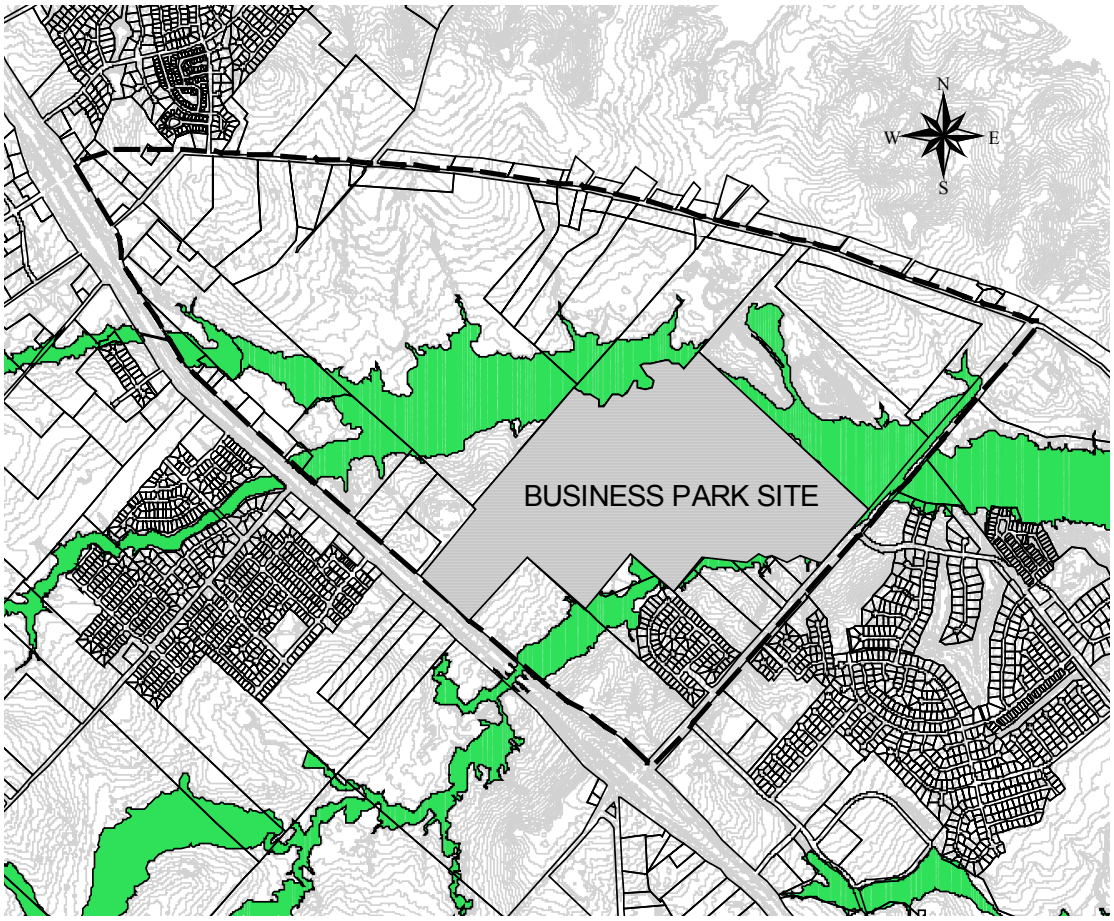

Figure 2 - Floodplains

Existing Land Uses

The majority of the land in the study area is vacant with some rural residential uses scattered throughout. A new single family residential neighborhood is developing on the north side of green Prairie Road in the very southern portion of the study area. This fifty acre development, Woodland Hills, proposes 111 lots with a thirteen acre park at build-out. There are some commercial and institutional uses along SH6 and a 120-acre landfill in the eastern corner of the study area.

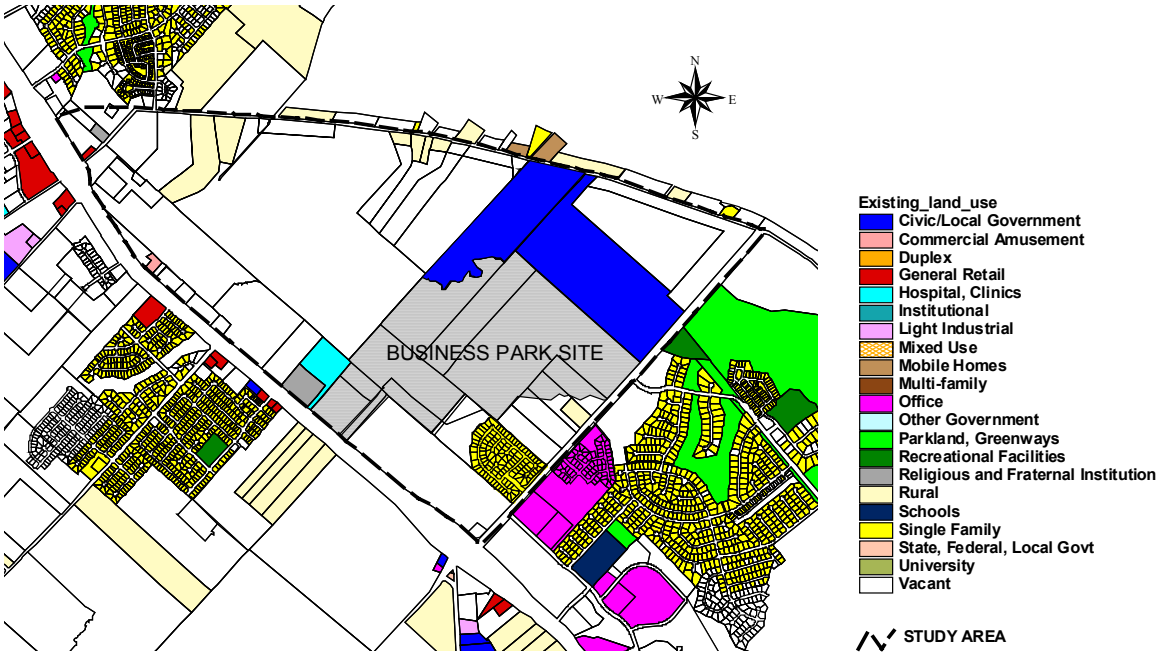

Figure 3 - Existing Land Uses

Zoning

There are presently eight different zoning classifications in this study area. By far the largest is the A-O Agricultural Open district, which is a holding zone placed on property upon annexation. Sixty-four percent of the land area is under this classification. The next largest category (20.5 percent) is M-1 Planned Industrial which accounts for the property purchased by the City and zoned for the Business Center. C-1 general Commercial, R-1 Single Family Residential, and R-5 Multi-Family Residential account for three percent each. The remainder includes a very small amount of administrative professional zoned (A-P) land and planned commercial (C-3) land.

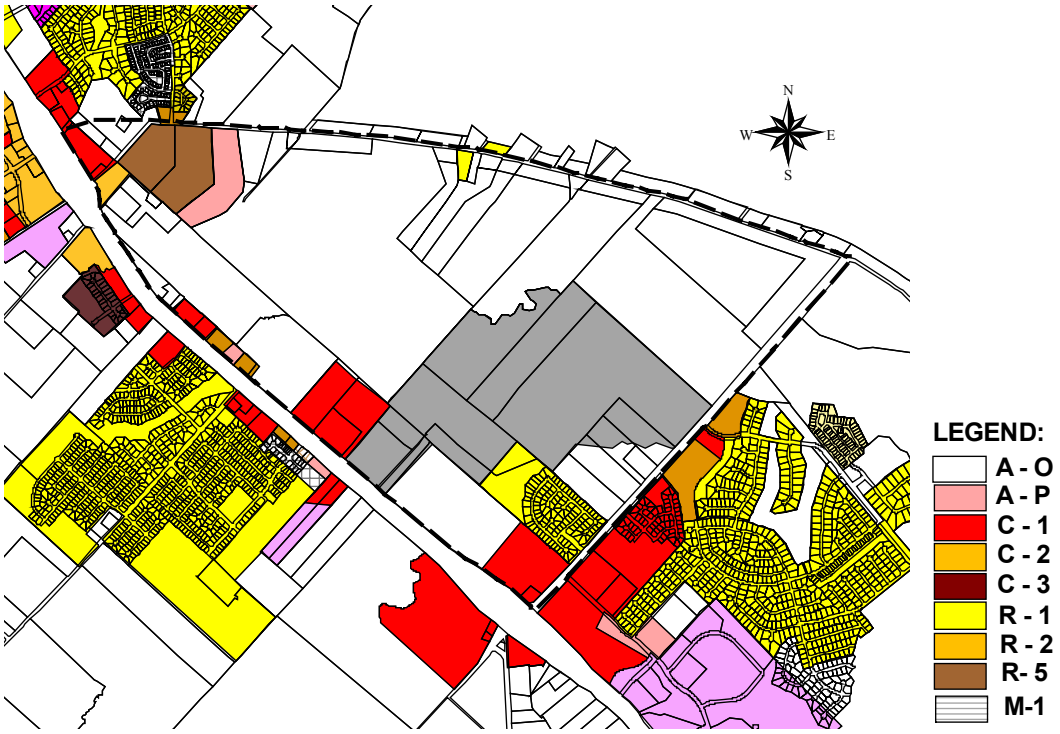

Figure 4 - Zoning

Utilities

Water: Currently there is an existing eighteen inch waterline running along the south side of Greens Prairie Road from the east side of SH 6 east approximately 6500'. This line crosses Greens Prairie Road and runs north along the east side of SH 6 approximately 800 feet where it crosses SH 6 and ties to an existing twenty-four inch waterline. An existing eighteen inch waterline runs along the east side of SH 6 from 2300' south of

Barron Road to 1300' north of Barron Road. This line crosses SH 6 and ties to the twenty-four inch along the west side of SH 6 approximately 1000' south of Barron Road.

Sanitary Sewer: An existing eight inch line crosses SH 6 just south of Barron Road and has a north branch (eight inch) running 1300' north along the east side of SH 6. An eight inch branch runs south along the east side of SH 6 approximately 2300', then runs east 925'. A twenty-seven inch line runs through the southern potion of the area from east to west. Beginning near where Lick Creek crosses Greens Prairie Road, the line runs along the north side of Greens Prairie Road west 1950'. The line then runs north 1425' to Spring Creek and runs in a westerly direction along the north side of Spring creek to SH 6 at a point approximately 2500' north of the intersection of SH 6 and Greens Prairie Road.

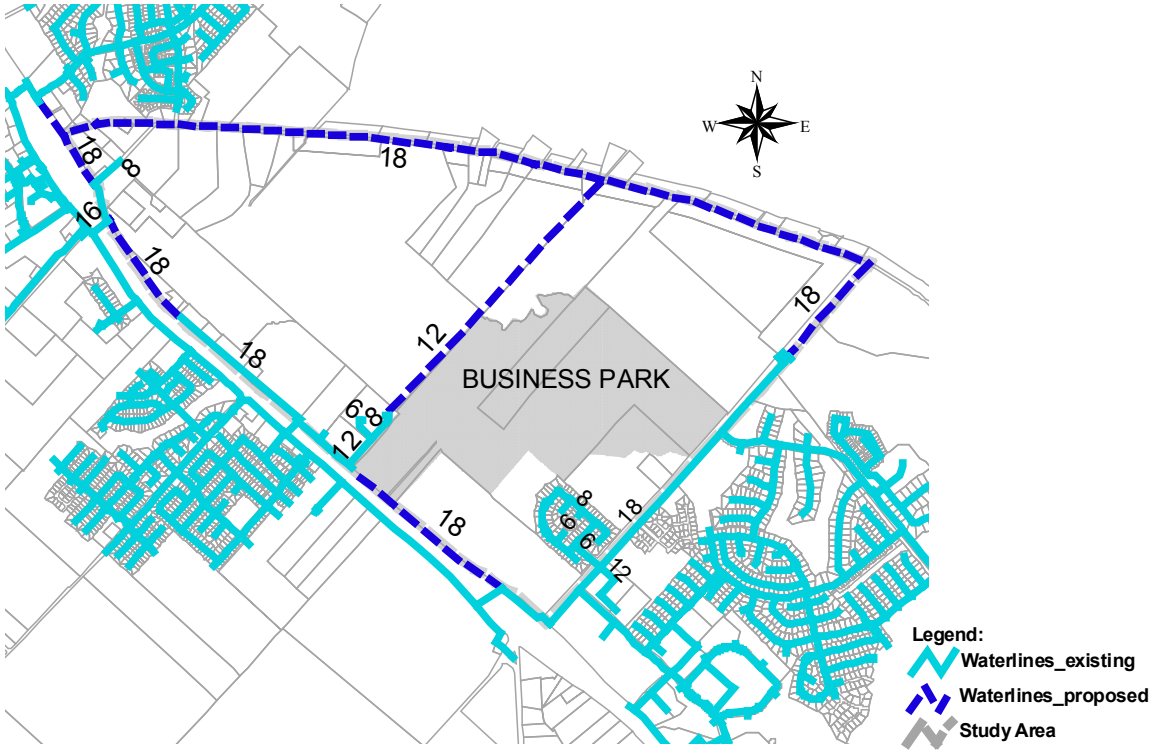

Figure 5 - Waterlines

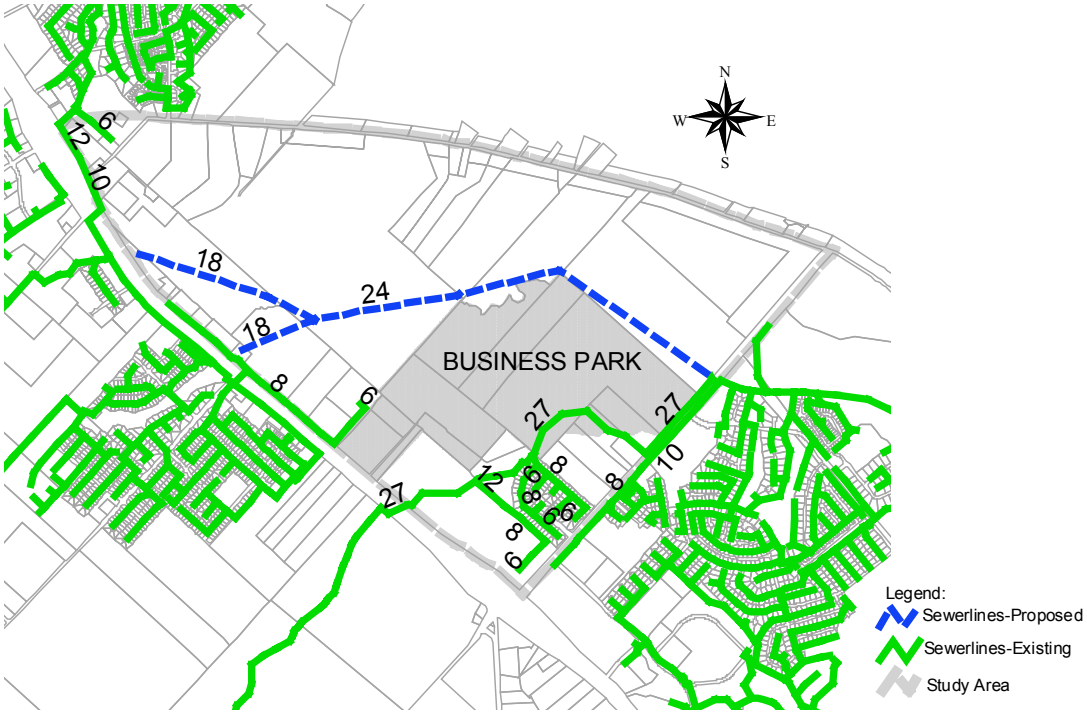

Figure 6 - Sanitary Sewer

Electrical: The current electrical system provides overhead three phase service around the entire perimeter of the study area. There are numerous single phase lines running from the perimeter lines to service existing facilities.

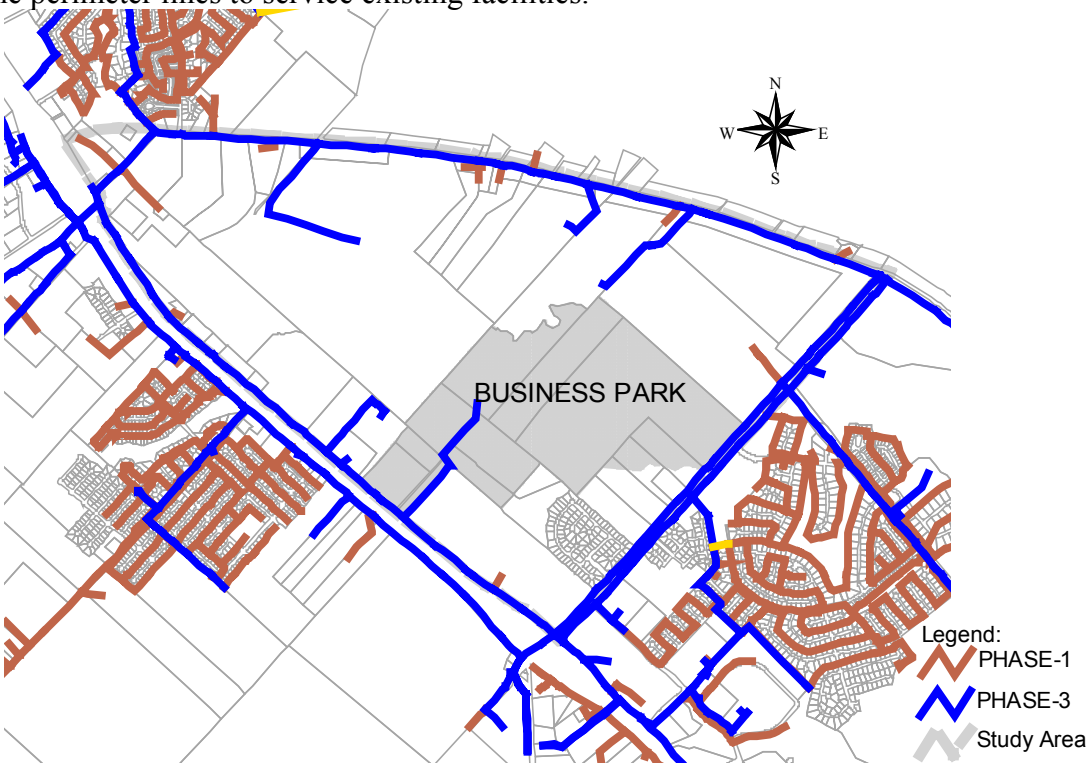

Figure 7 - Electric Lines

Streets

At present there are no public streets that run into or through the study area with the exception of the Woodland Hills residential development.

Property Ownership

There are several very large tracts within the central part of the study area with multiple small tracts around the perimeter. The City of College Station has by far the largest holdings in the area. Refer to the Appendix for a list of current property owners.

Development Trends and Pressures

There have been recent commercial development pressures along SH 6 near the Silk Stocking area and at the corner of Greens Prairie Road & SH 6. The Silk Stocking is planning an expansion and other commercial interests in the area include an Exxon at Greens Prairie Road and SH 6 . The realignment of Rock Prairie Road at SH 6 is creating interest in commercial development at this future intersection.

CHAPTER THREE - General Recommendations

THE LAND USE ELEMENT

The Current Plan

The following map indicates the future land uses as shown on the current Comprehensive Plan.

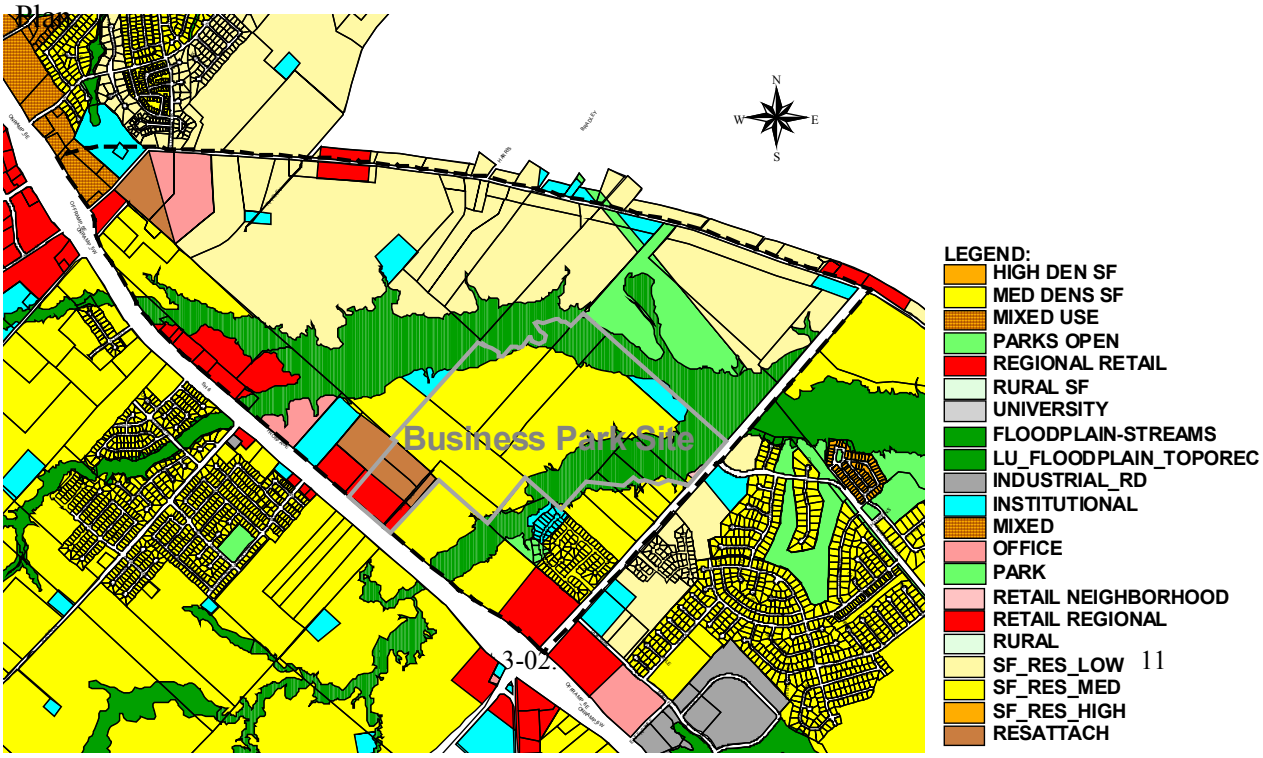

Figure 8 - Existing Comprehensive Plan

In the current comprehensive plan, the majority of the study area (fifty-six percent) is shown for low and medium density single-family land uses while 2.7 percent is shown for residential attached uses (such as apartments, townhomes or some other attached housing type).

There are no high-density residential land uses shown in the existing plan. Office and commercial land uses are shown to cover 8.7 percent of the area with various institutional land uses planned to comprise just over three percent of the total land area. These could be schools, churches, hospitals or other public facilities.

The Proposed Plan

In general the proposed plan preserves the majority of the Rock Prairie Road frontage for residential uses and places retail commercial and office uses along the SH 6 frontage and at major intersections consistent with the City's adopted land use policies.

The plan provides for a mix of housing types and residential densities in this area covering thirty-one percent of the study area. This mix of housing types will accomplish several objectives:

- Support the business park development.
- Support commercial uses in the area.
- Provide the same population as in the current comprehensive plan upon which the sizing of utility infrastructure was based.

The medium and high density single family residential land use locations are considered interchangeable based on the market demands at the time of development as long as overall densities stay fairly constant.

Higher density residential uses and office uses are shown in locations to take advantage of the floodplains and parklands as amenities. Locations shown for office uses and multi-family residential land uses are interchangeable based on market demands as long as residential densities stay fairly constant overall. Both types of development can take advantage of the floodplain amenities in the overall development design.

Commercial land uses are buffered from residential uses by floodplains or proposed roadways. General retail commercial uses are located to take advantage of access and visibility along SH 6 while neighborhood retail uses are shown at intersections to serve residential areas. Figure 9 reflects the proposed land use plan. The following Table shows the percentage of different land uses comparing the existing land use plan and this

proposed land use plan. The table also shows the anticipated number of dwelling units and resulting population for each scenario.

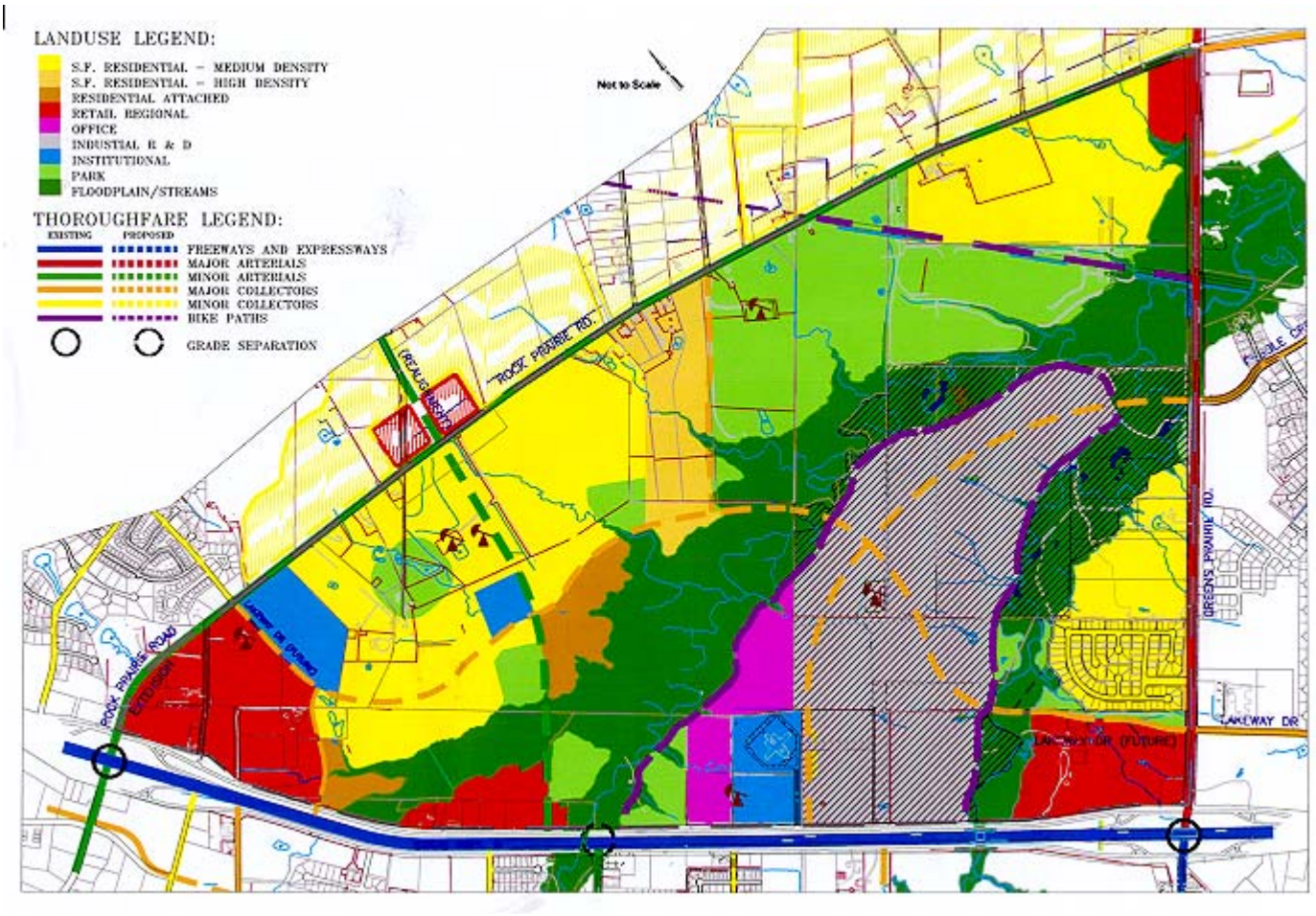

Figure 9 - Proposed Land Use Plan

Plan Comparison

Type of Use	Existing Plan	Proposed Plan
Residential	59%	30%
Comm/Office	9%	11%
Industrial	0	16%
Open Space	30%	39%
# Dwelling Units	2790	2571
Population	7453	6942

THE THOROUGHFARE ELEMENT

The following map indicates the future thoroughfares as shown on the current Thoroughfare Plan.

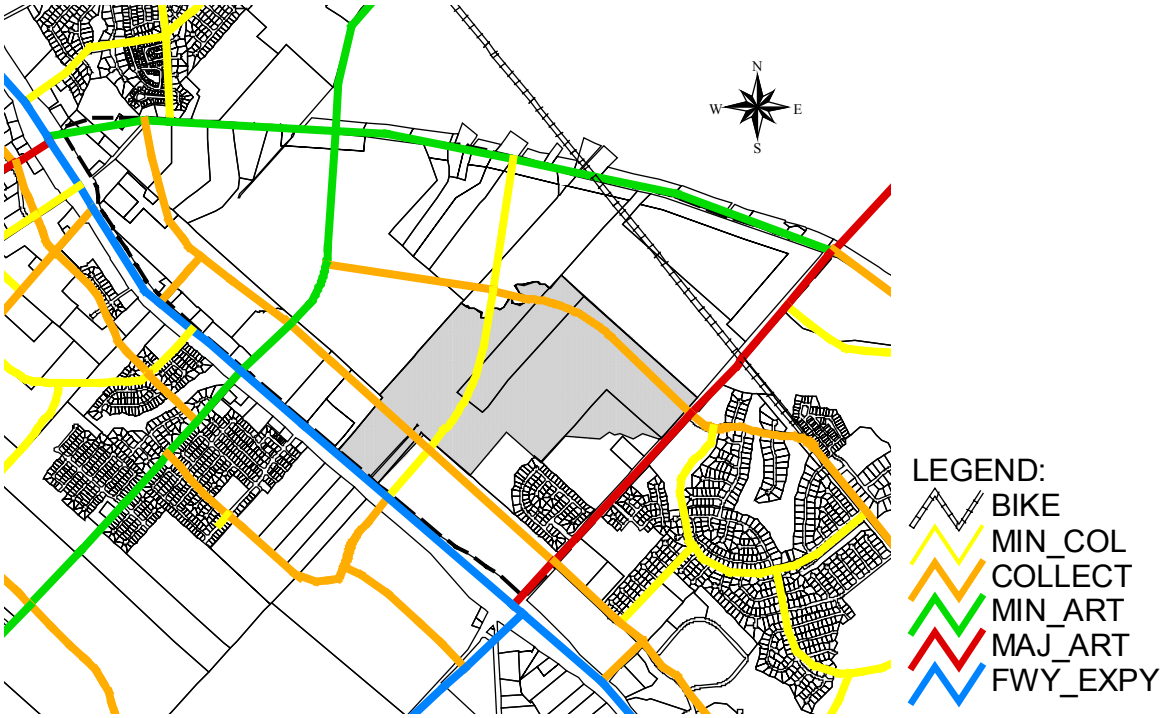

Figure 10 - Existing Thoroughfare Plan

The Current Plan

The area is bound by freeways and arterial roadways. SH 6 South is shown as a freeway on the existing thoroughfare plan while Greens Prairie Road is planned as a major arterial and Rock Prairie Road is planned as a minor arterial.

There are two additional north-south major collectors planned through the area; this includes the extension of Lakeway Drive to the north to intersect Rock Prairie Road and the extension of Pebble Creek Parkway to the north into the area. The Pebble Creek Parkway extension is planned to terminate at what will be the extension of Barron Road from the west.

Barron Road is shown as an east-west minor arterial aligning with Bird Pond Road at Rock Prairie Road. One east-west minor collector is shown to run through the area between Barron and Greens Prairie Road. The cross sections required for the roadway classifications are described in the City's Subdivision Regulations.

There are plans for improvements to the roadways that form the perimeter of the study area. Greens Prairie Road from SH 6 South to Pebble Creek Parkway is planned for widening to four lanes with a median. Rock Prairie Road is planned for widening to a four-lane roadway once the landfill is closed. It is not funded at this time. Land acquisition should be part of the next bond election. SH 6 South along the boundary of the study area is planned for a reconfiguration of the freeway ramps at Greens Prairie Road and Rock Prairie Road. There is also a plan for an interchange at Barron Road.

The Proposed Plan

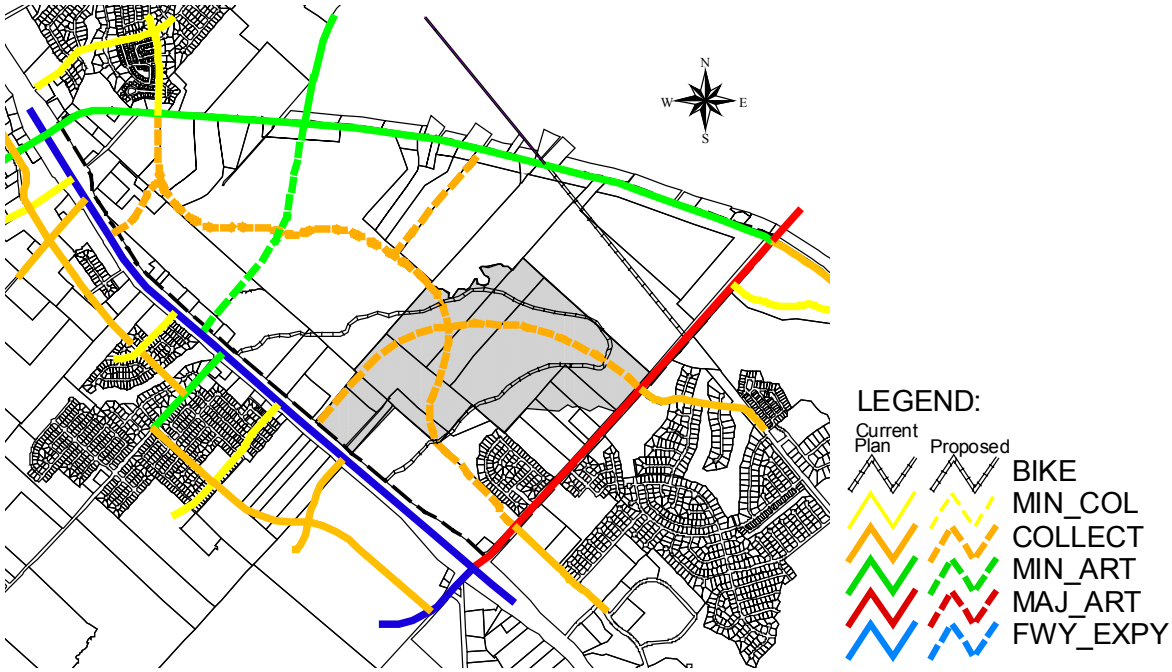

Figure 11 - Proposed Thoroughfare Plan

Through the small area planning process, many changes are being proposed to the current thoroughfare plan. In general, this involves a realignment of Pebble Creek Parkway, Lakeway Drive, and Barron Road. In addition the location of two east-west collectors was modified.

Pebble Creek Parkway

On the current thoroughfare plan, Pebble Creek Parkway is shown extending across Greens Prairie Road from its current location and turning east about one-half mile north of Greens Prairie Road. This alignment was altered for two reasons. First, the current alignment involves two creek crossings, of which the second is very long due to the parallel alignment of Lick Creek and Pebble Creek Parkway. The second reason the alignment was changed was to accommodate the access needs of the City's new business park, referred to as e-Park. The realignment of Pebble Creek Parkway, shown above, divides e-Park, providing access to the majority of parcels with a single roadway.

This alignment of Pebble Creek Parkway is similar to the alignment of the minor collector that ran parallel and south of Barron Road. Because of the overlapping alignment, the minor collector was removed from the thoroughfare plan. By removing this thoroughfare, another bridge section was removed as well.

Lakeway Drive

On the current thoroughfare plan, Lakeway Drive is shown parallel to the SH6 East frontage road. The spacing between these two roadways is shown at approximately 1000 feet. The alignment of this thoroughfare was changed significantly through the small area planning process, as shown above. Starting on the south end, Lakeway Drive heads northwest from its current intersection with Greens Prairie Road. Lakeway Drive turns due north at its entrance to e-Park and turns back northwest when leaving the e-Park site.

The thoroughfare realignment at this location provides two benefits. First, the location of the Lick Creek bridge will be at a more narrow point in the flood plain which will decrease the cost of the bridge structure. Second, the realignment of Lakeway Drive allows a larger parcel size at the west end of the e-Park which will be consistent with the business park needs.

On the north side of the Lick Creek flood plain, Lakeway Drive sweeps east and parallels the flood plain, intersects with Barron Road, and turns back northeast to form a four-way intersection with Stonebrook Drive.

The Lakeway Drive alignment provides rear access to retail, commercial, office and multi-family areas that have direct access to the frontage road. The intersection with Stonebrook Drive was planned to concentrate the conflict points at a single intersection and to form an intersection that will be a candidate for signalization in the future. If Lakeway Drive and Stonebrook Drive were not aligned, two T-intersections would be formed as opposed to the single four-way intersection.

There may be a perception that “cut-though” traffic will become an issue if Lakeway Drive and Stonebrook Drive are aligned. Although traffic volumes along Stonebrook Drive are likely to increase, the reason for this increase will not be a result of the intersection alignment. The increase will be due to an increase in the number of attractions that are accessed from Rock Prairie Road. As the amount of retail and commercial development increases along Rock Prairie Road and SH 6, traffic patterns

within Wood Creek and Fox Fire will shift with more traffic being distributed toward Rock Prairie Road. The alignment of Lakeway Drive and Stonebrook Drive will have a negligible effect on the distribution of this traffic, but will have a significant effect by improving traffic safety and operations.

Barron Road

At the time of this study, the thoroughfare plan for College Station shows Barron Road extending east from its current location west of SH 6 and aligning with Bird Pond Road at its intersection with Rock Prairie Road. This alignment would involve extending Barron Road across the Luther Jones landfill that is adjacent to the SH6 east frontage road. Because this landfill was closed under old regulations, the construction of a roadway on this site would involve bringing the landfill up to current landfill regulations.

Although the specific design of the SH6/Barron Road interchange will be decided by the Texas Department of Transportation (TxDOT) and city staff, it was determined that the most likely design for this interchange would involve an offset to avoid the landfill site. This alignment was used for planning purposes and may be seen above. The proposed alignment follows the northern boundary of the Luther Jones landfill and then turns northeast to align with Bird Pond Road.

Rock Prairie Road Realignment

At the time of this study, Rock Prairie Road is being realigned from just west of its intersection with Stonebrook Drive to the SH6 East frontage road. This extension, which is consistent with the current thoroughfare plan, is necessary to align Rock Prairie Road with the SH6/Rock Prairie Road interchange and to prepare for the conversion of the frontage road from two-way to one-way operations. The abandoned section of Rock Prairie Road, will remain in place, but will become a dead end on the east end. Therefore, this roadway will act more as a cul-de-sac providing access to the immediate area.

TxDOT Ramp Reconfiguration Project

Another constraint that was considered when updating the thoroughfare plan was TxDOT's Ramp Reconfiguration Project. Under this project, the SH6 entrance and exit ramps between FM 2818/Emerald Forest Parkway and Greens Prairie Road will be reconfigured from a diamond configuration to an "X" configuration. A diamond interchange configuration is designed such that a freeway exit ramp is constructed upstream from the interchange and an entrance ramp is constructed downstream from the interchange. The "X" configuration is exactly opposite of this, namely an entrance ramp precedes the interchange and an exit ramp is included after the interchange.

There are two primary benefits of this design. First, the "weaving section" is moved from the higher speed freeway to the lower speed frontage road. This results in safer and more efficient freeway operations. The second benefit is a longer queuing area on the frontage road at its intersection with the cross street.

TxDOT specifies a length along the frontage road before and after entrance and exit ramps that should remain clear of cross streets and driveways. The locations of the

Pebble Creek Parkway and the East-West collector intersections with the SH6 East frontage road were designed to be consistent with these standards.

E-Park street sections, trails, greenways

The transportation system within the e-Park has been designed to provide travel opportunities for a variety of users including vehicles, pedestrians, and cyclists. This system includes multiple-user paths through the greenways, as well as bicycle and pedestrian friendly street sections.

There are two major collector thoroughfares that provide access to the e-Park. These include Pebble Creek Parkway and Lakeway Drive. The proposed cross-section for these roadways include a forty-eight foot pavement width with four-foot sidewalks on either side. The pavement section will include one vehicle travel lane in both directions and a center two-way left-turn lane. Although the necessary right-of-way width required for a major collector is seventy feet, ninety-feet will be reserved as right-of-way in case the roadway needs to be widened in the future.

Lakeway Drive will include six-foot striped bike lanes on either side of the roadway to be consistent with the College Station Bikeway Master Plan. The street section of Pebble Creek Parkway will include wide outside lanes to accommodate commuter cyclists. Recreational cyclists that desire to travel along this corridor will be served by parallel recreational facilities as discussed below.

For those non-vehicular recreational users that wish to travel from Rock Prairie Road west toward SH6, two multiple-user paths are planned to run along the perimeter of the greenways that surround the e-Park on the north and south. These paths will include a ten-foot wide concrete path that can be used by cyclists, walkers, runners, in-line skaters, etc. The path that follows the Lick Creek greenway is shown to end at the edge of the e-Park.

THE UTILITIES ELEMENT

The Current Plan

Water: The segments of existing eighteen inch waterlines along the east side of SH 6 will be connected to create a continuous line from Greens Prairie Road north to Rock Prairie Road. This should occur within the next five years. A new eighteen inch waterline is currently being designed that will run the full length of Rock Prairie Road (west side) from SH 6 to Greens Prairie Road, then extend 2500' west along Greens Prairie Road to an existing eighteen inch line. This line should be built within the next five years. The current comprehensive plan shows this line to be built between 2015 and 2020. A twelve inch waterline that will run from the eighteen-inch line at a point 2300' south of Barron

Road east to Rock Prairie Road is planned to be completed between 2015 and 2020. Refer to Figure 5.

Sanitary Sewer: A new twenty-four inch line running from Greens Prairie Road north along Lick Creek to the intersection of the north and south forks of the creek east of SH 6 was shown to be completed by 2000. Nothing has been initiated on this line to date. Eighteen inch lines are shown to extend from the twenty-four inch along each branch to SH 6. Refer to Figure 6.

Electrical: Expansion of the electrical system will be based on the type of new development and in conformance with City ordinances. Refer to Figure 7.

The Proposed Plan

There are no changes from the current plan recommended. The following maps show existing and proposed water, sewer and electrical locations as shown in the current Utility Element of the Comprehensive Plan.

THE PARKS AND OPEN SPACE ELEMENT

The Current Plan

The study area comprises what is known as "park zone 9". This relates to the City's parkland dedication requirements contained in the Subdivision Regulations. This provides for neighborhood parkland through the development process. When the Comprehensive Plan was adopted in 1997, the Parks element showed a need for an additional 50 acres of parkland in this zone. This was based on the future land uses shown at the time. The map below shows proposed parks in zone 9 as indicated in the Parks Master Plan. This document was adopted in 1999 as a supplement to the Comprehensive Plan.

Since 1997 there have been 16.91 acres of parkland dedicated as part of the Woodland Hills Subdivision and the City is in the process of purchasing an additional 65 acres for a park near the present landfill site.

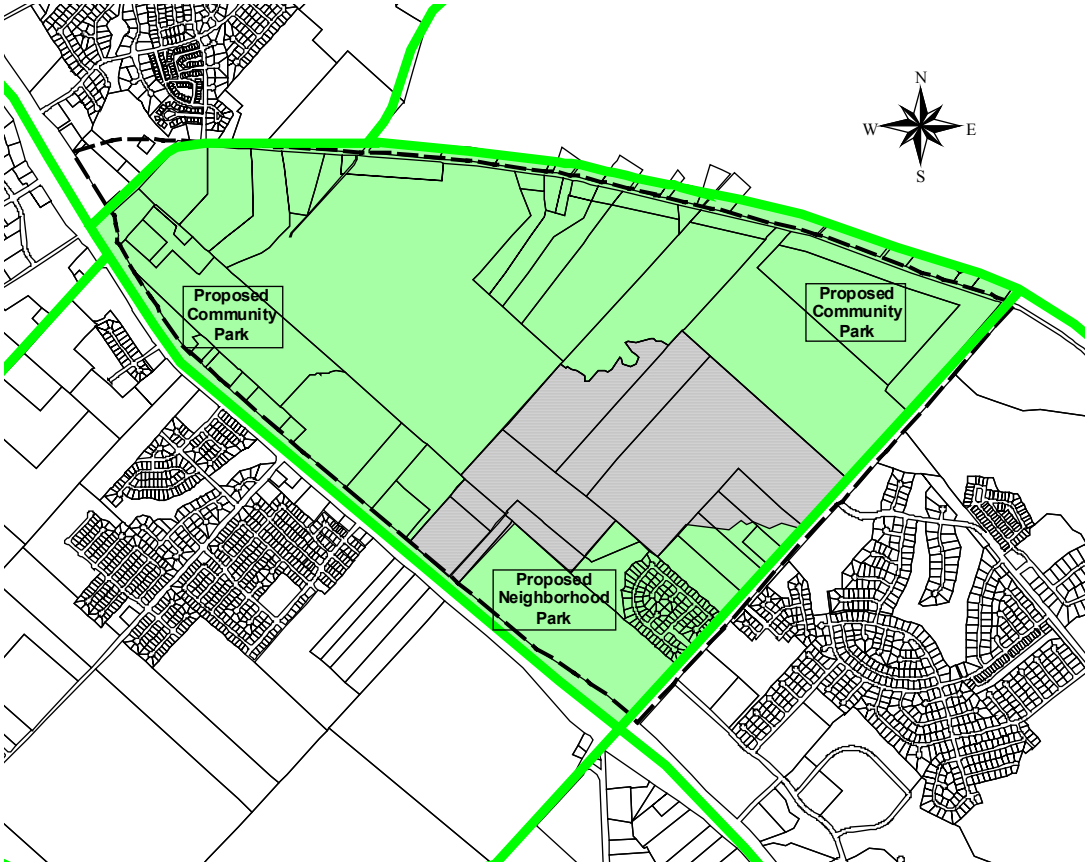

Figure 12 - Parks Master Plan

The Proposed Plan

The proposed plan shows the addition of the 65 acres adjacent to the landfill, which is planned for a new Community Park. Once the landfill is closed that property will also be converted to open space and passive recreational uses. Combined these will create 180 acres of parkland and open space in the eastern part of this area. The old closed landfill located on SH 6 will also likely remain as open space and may facilitate use of the adjacent greenways. Using the City's parkland dedication calculations, the proposed residential development in the study area will create the need for an additional 31 acres of neighborhood parkland. The new Community Park could meet some of this need. New neighborhood parks should be centralized in residential neighborhoods or located to take advantage future greenway linkages. CSISD currently owns a tract of land in the area. Should this be developed as a school the City should consider a joint park with the school as has been done at other school locations.

THE GREENWAYS MASTER PLAN

The Current Plan

The Greenways Master Plan was adopted in 1999 and is a supplement to the Comprehensive Plan. It provides an inventory and a classification system for greenways along all major creeks in the City of College Station as well as prioritization for acquisition. Each greenway in this study area is classified as a suburban greenway. The primary functions served by suburban greenways are to provide for flood control, recreation and transportation, and to serve economic and aesthetic purposes. There will be moderate to high levels of use. These corridors will connect users and their destinations such as neighborhood to other neighborhoods, businesses, parks or schools. Access points will be visible and may include lighting, signage, picnic areas or playgrounds. The width of a suburban greenway should be the entire floodplain. Trails will serve a variety of recreational and transportation uses and will be relatively wide with a medium to hard surface. The trail itself, is the focus of the greenway. Channel improvements should only be made if necessary and using the softest techniques feasible. Bridge structures should provide grade separation for safe passage of users. Surrounding development will consist of low to medium density single family, multi-family, mixed use, retail commercial and uses such as churches and schools The following map indicates the acquisition priority assigned to each greenway as adopted in the Greenways Master Plan.

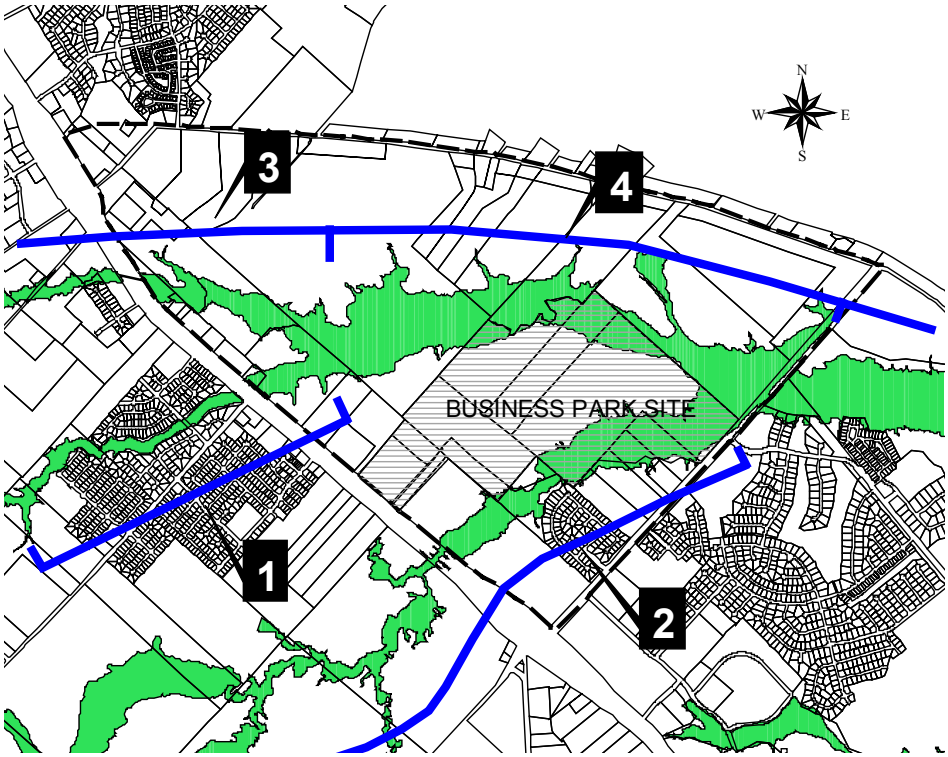

Figure 13 - Greenways Master Plan

The Proposed Plan

The plan does not propose any changes to the Greenways Plan, however it does emphasize the importance of acquiring greenways in this area. The greenways will provide important linkages to schools and parks as well as to the rest of the City. In addition the preservation of the entire drainage system in the area will significantly reduce the potential of future flooding problems.

CHAPTER FOUR - Specific Area Recommendations

The study area has been divided into five sub-areas as shown in Figure 14. This section contains a more detailed description of the sub-areas and the specific recommendations for each one.

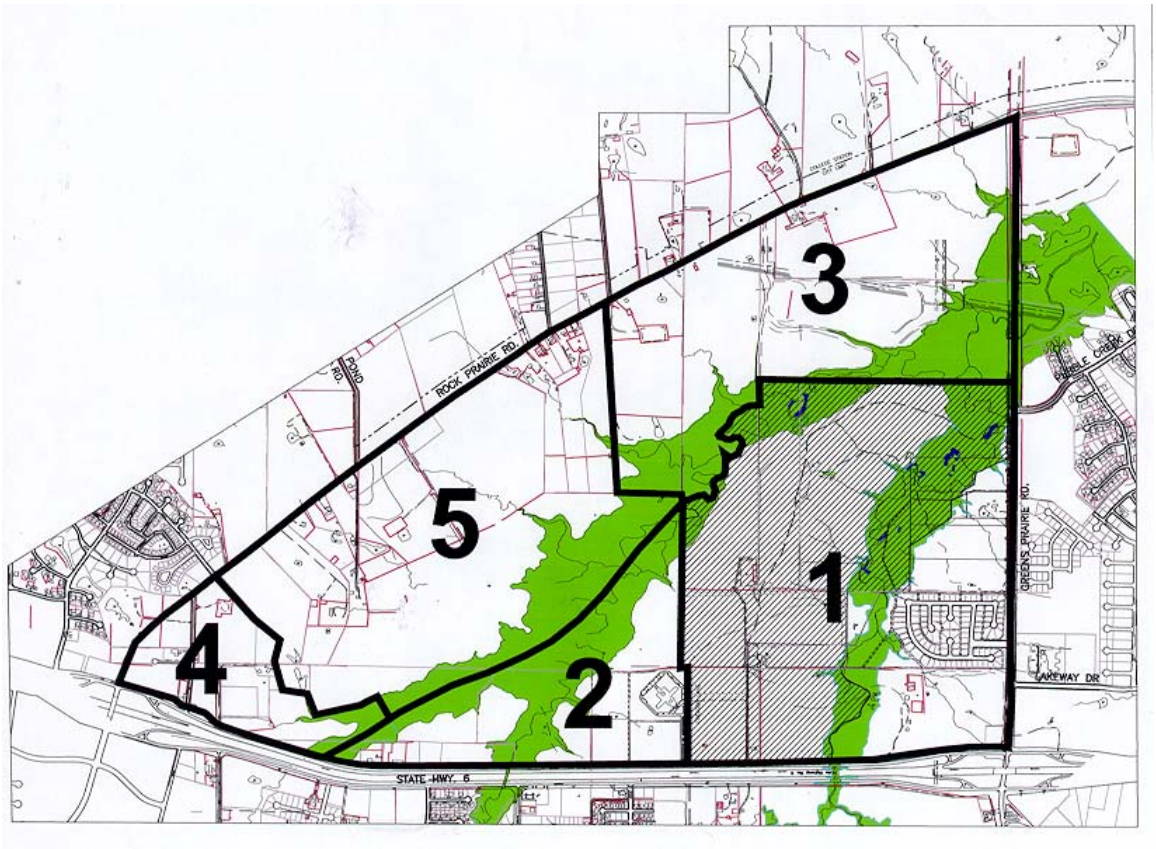

Figure 14 - Plan Sub-Areas

Sub-Area 1

Sub-area 1 includes property for the City's new business park, the e-Park, and generally the land at the corner of SH 6 and Greens Prairie Rd.

In 2000 the City purchased approximately 350 acres of land in this area to develop a new business park. This purchase and change in land use designation became the main reason for this planning study. Lick and Spring Creeks buffer the e-Park property on the south and a portion of the north side. The e-Park will provide a location for hi-tech / research and development business and similar facilities that have minimal impacts on adjacent properties.

Property located at the corner of SH 6 and Greens Prairie Rd. is currently zoned C-1 with development taking place. A condition placed on the rezoning of this property requires that Woodland Hills be buffered from commercial development. As the Lakeway Drive extension is designed and as this corner develops this condition should be incorporated.

The plan recommends that the remainder of the property north of this corner, bordered by Spring Creek and the future Lakeway Drive, be developed commercially. This meets two of the objectives outlined in the beginning of the study, to provide more locations for retail uses and to buffer these commercial uses from existing residential uses using floodplains and the roadway system. Developing commercial land uses on this remainder take advantage of the SH 6 frontage visibility and access while allowing Lakeway Drive to separate any commercial development from the Woodland Hills subdivision to the east.

Property east of the future Lakeway Drive is partially developed as the Woodland Hills subdivision and an adjacent park. The rest of the land east along Greens Prairie Rd. to Lick Creek is also shown as medium density single-family homes. Connectivity between the existing Woodland Hills and future residential development to the east will become important as the improvements for Greens Prairie Road are implemented.

Sub-Area 2

Sub-area 2 runs north along SH 6 from the e-Park to the northern most section of Lick Creek. The property just north of the new e-Park is developed as a large church. The surrounding property bound by Lick Creek is shown for office or multi-family developments that would compliment the e-Park. The closed landfill is adjacent to SH 6 between the creek and future Barron Road extension. This site has significant development limitations and is best kept for open space or passive park activities. The Parks Department will prepare conceptual plans for redevelopment of this landfill site as well. The closed landfill on SH 6 requires that Barron Road be offset at SH 6 as it crosses the highway and heads eastward through the study area. The remainder of this area running along SH 6 has some existing commercial development and is suitable for additional highway commercial development, which will be buffered by Lick Creek.

Sub-Area 3

Sub-area 3 includes the existing landfill and land south to the intersection of Rock Prairie Road and Greens Prairie Rd. Existing landfills in the study area impact proposed land use and thoroughfare locations. The existing landfill on Rock Prairie Road will be at capacity within the planning period. The Parks Department has prepared conceptual plans in the past for reuse of this property for passive recreational uses. The City has also

acquired a large tract of land immediately north of and adjacent to the landfill for a future community park. The plan locates higher density single family uses near this recently acquired parkland adjacent to the landfill. The plan shows approximately one hundred acres at the corner of Rock Prairie Road / Greens Prairie Road as suitable for medium density single-family development. The intersection also provides for some commercial development. However the plan recommends avoiding commercial uses at every corner of the intersection in order to balance traffic congestion and community appearance impacts.

Sub-Area 4

Sub-area 4 is the corner of SH 6 and Rock Prairie Road. There is a large amount of retail commercial use planned for the intersection of Rock Prairie Road and SH 6. This is in response to the City Council's Vision Statement #7, Strategy #2, Implementation Plan b. "Evaluate availability of retail sites and infrastructure." This Implementation Plan supports the effort to proactively recruit retail businesses. The Rock Prairie Road / SH 6 intersection provides a location where visibility and access support large general commercial retail users that can serve the larger community and advance the Council's strategy for retail recruitment. The area is buffered from adjacent residential areas by the Lakeway Drive extension, the unnamed east/west collector and Lick Creek.

Sub-Area 5

Rock Prairie Road, the existing landfill and Lick Creek bound sub-area 5. Because a large portion of the property in Sub-Area 1, previously planned for residential uses, is now planned for industrial uses, one objective of the study was to provide alternate locations for the replacement of land available for single family development in the area. The areas shown for low-density single family development on the current comprehensive plan (the area north of Lick Creek) is modified to reflect medium density single-family uses. In this way the overall density in the area remains almost constant. This area is buffered from the Business Center and commercial land uses by floodplains and planned roadways. This protection of residential areas should be a high priority as the area develops.

The southern portion of this sub-area is adjacent to a future east / west collector and future community park. Higher density single-family development such as patio or townhomes is shown in this location. The plan shows multi-family housing at the intersection of Barron Road and Lakeway Drive and adjacent to Lick Creek. This intersection may also provide a location for a church, school or public facility that would support the neighborhood. Neighborhood parks should be centrally located in neighborhoods and take advantage of greenway linkages.

The City's future annexation plans impact this study area. The probable extension of the City limits north across Rock Prairie Road to Carter Creek create a larger residential area where the Rock Prairie Road and Barron Road intersection becomes a central focal point for neighborhood type retail uses to serve this larger residential area. Commercial development at this intersection is shown on all corners on the current land use plan. This proposed plan shows commercial uses limited to the northern side of Rock Prairie Road. This minimizes congestion and traffic conflicts and allows for a compatible and attractive entrance to the residential neighborhoods on the south side of Rock Prairie Road. The school district, CSISD, owns a 30 acre tract of land adjacent to the Lakeway Drive / Rock Prairie Road intersection. The district does not have current plans for the property, but this could be suitable location for a future school to serve this area of town. If CSISD decides that a school is not a viable use at this location, the most appropriate use would be office commercial on the tract. This provides a step down approach as one moves eastward from the large regional retail commercial corner to the single family.

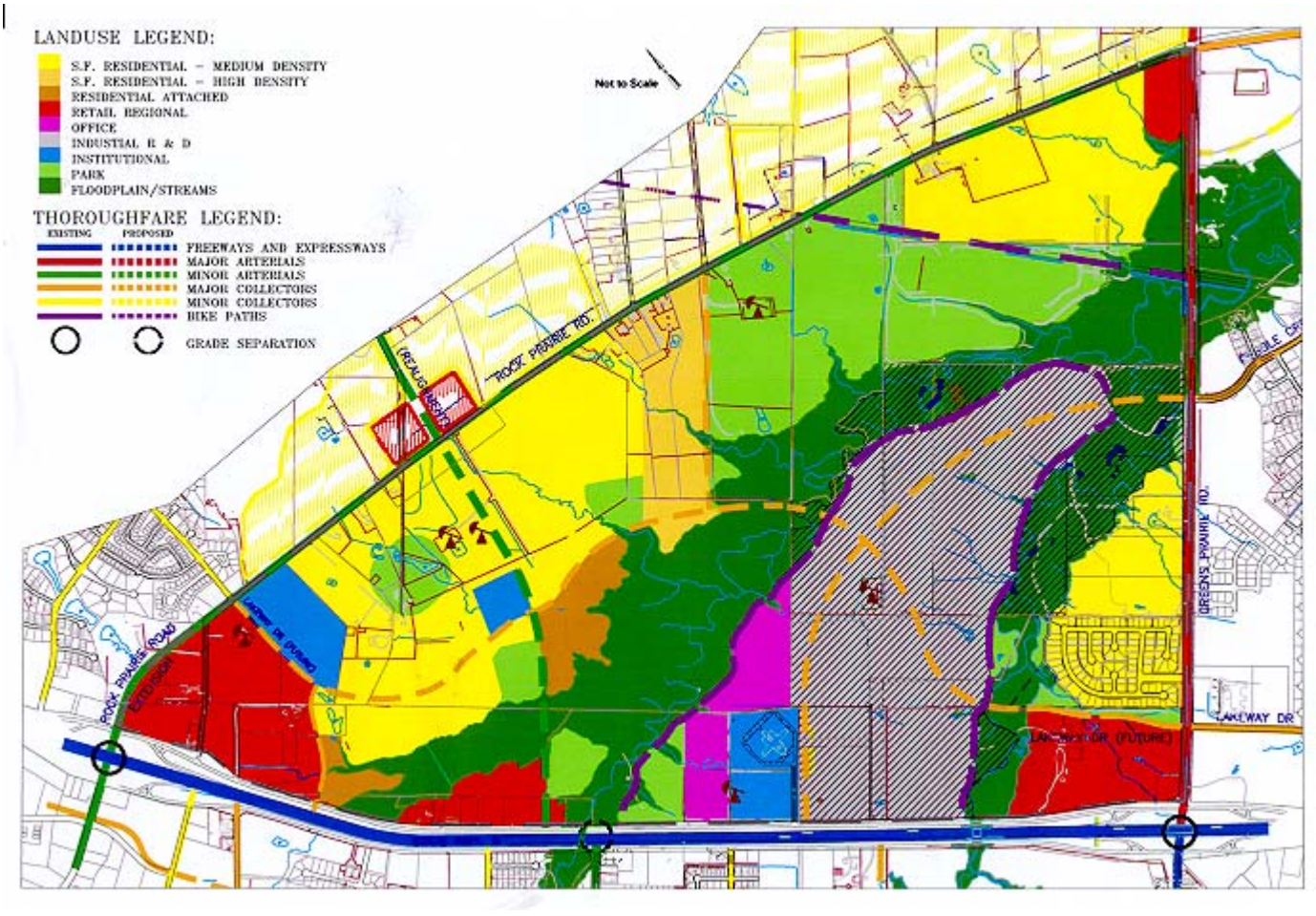

Figure 15 - Proposed Land Use Plan

APPENDIX

Land Use Calculations and Comparison

Small Area Plan
Existing Comp Plan at Build-out

Type of Land Use	Acreage	Percent	DU	PPH	POP.
Commercial	99	6%			
Office	44	3%			
Med. Density Residential	394	24%	1576	2.8	4412.8
Attached Residential	46	3%	690	2.28	1573.2
Low Density Residential	524	32%	524	2.8	1467.2
Public/Institutional	60	4%			
Parks and Floodplain	480	29%			
Total	1647	100%	2790		7453.2

Small Area Plan
Proposed Land Uses at build out

Type of Land Use	Acreage	Percent	DU	PPH	POP.
Commercial	148	9%			
Office	37	2%			
Industrial	265	16%			
Med. Density Residential	409	25%	1636	2.8	4580.8
High Density Residential	55	3%	440	2.8	1232
Attached Residential	33	2%	495	2.28	1128.6
Institution / Gov.	54	3%			
Parks and Open Space	242	15%			
Floodplain	391	24%			
Total	1634	100%	2571		6941